

JAY GOULD DEAD.

The Great Railroad Magnate Succumbs to Consumption.

The Remarkable Life of a Remarkable Man—From Obscurity to Railroad King—Brief Sketch of the "Wizard's" Career.

New York, Dec. 3.—Jay Gould, the mightiest railroad power probably in the world died at 9:15 o'clock yesterday morning of consumption, surrounded by his immediate family. Although he had been in declining health for some



JAY GOULD.

time he kept his true condition concealed from the public and not until a few days before his death was his true condition known.

SKETCH OF HIS CAREER.

The history of Jay Gould from a bare-footed boy who wandered over the rough hills of Delaware county to the railroad king whose wealth was estimated at \$100,000,000 is one of the most remarkable among American self-made men. Leaving home when but a boy, practically penniless and on foot, he rose to the acknowledged position of the wealthiest and most powerful railroad magnate in the world.

Jay Gould was born in West Settlement, a backwoods village of Rockbury, Delaware county, New York, in May, 1823. He was the son of J. B. Gould, a farmer, who was fairly well to do and who had been a deputy sheriff in the famous anti-riot war in the early '30s. Young Gould was also a cousin of Alfred Gould, the inventor of the chain well pump, and was closely connected with the Mores, a prominent Scotch family, and others well known in this country. His mother died when he was an infant. He left home with 50 cents in his pocket, and studied at Hobart academy in a neighboring town. Here he earned an extra penny by keeping the books of the village blacksmith, eventually enjoying a brief partnership in the business. He was fond of mathematics and on leaving found employment in making surveys of Ulster county at a salary of \$20 a month. The correctness of the work attracted the attention of John Deland, who applied to the legislature to authorize a map of the state to be made. The work failed, owing to the death of the promoter, and Mr. Gould, having raised \$1,000 or \$1,500 through his previous maps and surveys, wrote a "History of Delaware County."

After an unsuccessful attempt to push the sale of a patent mouse trap which he had invented, Mr. Gould entered into partnership with Zadoc Pratt in the tannery business in Pennsylvania, at a place known as Gouldsborough. In 1836 the patent was sold and Mr. Gould came to New York with 50 cents in addition to his fortune. He entered into business with Charles Leuther, a leather merchant. In 1837, in the panic, Leuther's capital was wrecked, but Gould managed to pull through without a severe loss.

Gould's father-in-law, Mr. Mitchell, initiated the young financier into the railroad business and sold him a number of shares in the Rutland and Washington railroad at 10 cents on the dollar. Gould showed so much interest that he was soon elected president and controlling interest in the road, and finally consolidated with the Rensselaer and Saratoga railroad. When the stock went up he sold out at a handsome profit.

In 1839 Jay Gould entered Wall street as a broker. He established a small private bank and made money fast. The following year he entered the firm of Smith & Martin and became an expert in the handling of railroad securities. During the civil war Erie railway stock went down to bed rock and Gould bought it for a song. He allied himself with Daniel Drew and prevented Commodore Vanderbilt from cornering the Erie interest. Gould rapidly became the leading spirit of the Erie Railroad Co. In July, 1867, Gould was made president of the road. He also purchased a controlling interest in the Fifth National bank. Erie shareholders brought suit to restrain the directors from issuing any more stock. The complainants asked for the appointment of a receiver. This request was granted by the appointment of Jay Gould himself. With the consent of Judge Barnard Gould bought and canceled 300,000 shares. A corner was engineered in Erie stock about this time and in one day its price rose from 60 to 80. A panic was averted by the action of the secretary of the treasury, who released enough money from the sub-treasury to relieve the strain. Erie immediately fell from 80 to 40, and it was thought Gould was ruined. But he was able to weather this storm. Continued efforts were made by Gould's opponents to oust him and his faction from Erie control and he was deposed from the presidency and John A. Dix elected in his stead. Gould still remained one of the directors.

An attempt was made by Gould in 1869 to corner all the gold in the country. Fifty millions of dollars was the price aimed at. The price of gold in March of that year was \$130.40, the lowest in three years. Gould bought \$7,000,000 worth at 113 and put up the price to \$140. A few days later gold rose to \$141. On September 24, the famous "Black Friday," Gould unloaded his holdings and sold a large part of his gold at \$141.

A little before noon an order came from Washington to sell \$4,000,000 of the gold from the sub-treasury. The corner collapsed and hundreds of business men and speculators were ruined.

Mr. Gould commenced buying Pacific railway stocks in 1873 and soon acquired a controlling interest and assumed the management. In 1875 he bought the Kansas Pacific, Texas Pacific, Wash and other stocks. He also invested largely in the Atlantic & Pacific Telegraph Co., and finally acquired control of the Western Union Telegraph Co. A few years ago he retired from Wall street, and since only appeared there when he considered it necessary to "protect his interests."

New Orleans Street Roads Sold.
New Orleans, Dec. 3.—A New York syndicate has purchased the street railway systems of this city for \$10,000,000. The motive power will be changed from mules to electricity. The deal includes the purchase of a number of valuable franchises which have as yet not been operated.

To Have a Million.
Washington, Dec. 3.—A meeting was held at Mrs. John A. Logan's residence last night at which the first steps were taken toward securing the \$1,000,000 which the women propose to raise for the Methodist university.

AGAIN IN MOURNING.

The President's Father-in-Law Dies at the White House at Good Old Age.

WASHINGTON, Nov. 30.—The shadow of death cast a somber cloud over the executive mansion again yesterday and the president and his family spent nearly the entire day at the bedside of Dr. Scott, the president's venerable father-in-law, awaiting the inevitable, which, owing to the unexpected vitality displayed



by the invalid, did not happen as soon as was anticipated. Dr. Gardner visited the sick room at 7 a. m. and found that the case was beyond the power of medical skill. Notwithstanding his 93 years Dr. Scott has enjoyed exceptionally good health up to the time of his last sickness, and his mental vigor seemed to have kept full pace with his physical soundness.

Dr. Scott died at 4:10 yesterday afternoon.

BIOGRAPHICAL.

Rev. John W. Scott, the father-in-law of President Harrison, was born with the century, the date of his birth being January 22, 1834, little more than a month after the death of George Washington. His boyhood was spent in the vicinity of Hookstown, Beaver county, Pa., where he was born. His father was a well-to-do resident of that place, and gave to his son a good education, which he turned to his advantage in his future life. He became a minister of the Presbyterian church and filled several pulpits acceptably, but in a few years his voice failed and he was forced to give up his vocation. After teaching in several schools, among them the Hanover university, in Hanover county, Ind., he established the Western Female seminary at Oxford, O., where Benjamin Harrison received the finishing touches to his education. Dr. Scott had five children—three daughters, Mary, who died young, Elizabeth, who married Russell Lora; Caroline, who married Benjamin Harrison; and two sons, Henry M. and John N. Mrs. Lord died in Washington two years ago. The son Henry is also dead, leaving John N. Scott as the sole survivor of Dr. Scott's children.

During the time when Mr. Harrison was a United States senator, Dr. Scott was appointed to a clerkship in the pension office, and he held this position until his son-in-law became president. He resigned then and moved to the White house, where he has since resided. About a year ago he paid a visit of several months to his son, John N. Scott, at Fort Townsend, and stood the fatiguing journey across the continent without ill effects.

Dr. Scott was a man of wonderful vigor, tall, broad-chested and well-preserved mentally. He used to say that he believed he was in his prime at 90. He was seldom ill, but had no regular diet, or of exercise to keep him in good physical condition.

SUSPENDING IMMIGRATION.

A Proposition From the Senate Committee to Suspend Immigration For One Year.
New York, Nov. 30.—The senate committee on immigration met here yesterday with six of its members in attendance. Previous to adjourning the committee considered the following proposition, without, however, reaching any conclusion:

All immigration except from the North and South American countries shall be suspended for one year from March 1, 1893, the law to be so framed as not to hinder the free return of American citizens or the easy admission of visitors. No vote was taken on this resolution, but it is probable that one may be taken at to-day's meeting and there is reason for believing that it will be passed.

The committee also decided that it was advisable to submit to congress for consideration a law embracing the following propositions:

No immigrant shall be admitted to the United States between the age of 19 and 55 years unless he can read and write freely and easily his native language, nor shall a person above 55 be admitted who cannot read or write except as a member of a family coming.

No immigrants shall be admitted unless he possess \$100 in money or its equivalent except that the head of a family may bring with him or send for the other members of his family if he or they possess \$25 for each member.

All intending immigrants shall bring with them certificates from United States consuls abroad showing that they have satisfied such consuls that they have a right to gain such admission as immigrants.

All persons seeking final naturalization papers shall give reasonable notice to the court to whom they intend to apply and some official representing the government shall investigate the facts upon the other side when the application is offered.

STUFFED MONEY PACKAGE.

Brown Paper Cut Note Size Representative of \$10,000.
Galveston, Tex., Nov. 30.—Yesterday morning's 9:30 train from Houston, bringing to Galveston eastern mails and expressage, received from the Southern Pacific at New Orleans, brought by Wells-Fargo & Co.'s express messenger, Harris, who had in charge a package addressed to the Island City savings bank, Galveston, valued at \$10,000. This package had been received from the Wells-Fargo express messenger on the New Orleans-Houston run and had been shipped out by the Kuntz Bros., New York city.

Three counties marketed 63 cars beet sugar.
Ten counties marketed 39 cars poultry.
Twenty-nine counties marketed 754 cars broom corn.
Nine counties marketed 134 cars canned goods.
Ten counties marketed 90 cars hides and tallow.
Fourteen counties marketed 1,732 cars ice.
Ten counties marketed 189 cars wood.
Seventeen counties marketed 71 cars lumber.
Five counties marketed 173 cars lime.
Four counties marketed 15,574 cars packing house products.
Four counties marketed 7,480 cars dressed beef.

Disorderly Houses Closed.
PITTSBURGH, Pa., Dec. 1.—The order of Mayor Gurley closing the disorderly houses caused a great sensation here. All the houses were dark last night and many of the inmates have already left for other cities. Mayor Kennedy, of Allegheny, says if they come over there he will begin a crusade against them.

A Towboat Goes Down.
MADISON, Ind., Dec. 1.—The Kentucky river towboat Isere sprang a leak this morning near Worthville, Ky., careened to one side and sank in twenty feet of water.

NEBRASKA'S EXPORT TRADE.

How the State Tax Has Standing Up For Itself During the Year—\$18 Million Dollars in Value.

The report of Commissioner Andres, of the agricultural bureau, which has been made to the governor and will be transmitted to the legislature, makes quite interesting reading to the citizen of Nebraska. The report shows that not one-third of the production of Nebraska agricultural interests are shipped out of the state and yet in the year 1891 Nebraska shipped to market in round numbers \$60,000,000 worth of products.

The method adopted by Commissioner Andres to secure facts upon which he bases his statistics were those best calculated to insure accuracy. By making personal visits to the general managers of various lines of railway doing business in the state he interested them in his project. Each agreed to furnish him an itemized statement of every pound of freight billed for shipment at every city, town, village and way station in Nebraska.

These statements were grouped by counties. In every case where possible the statement had been reduced to carloads by the railway managers, but where the items were too small the work of reduction was performed at the office of the commissioner. The work of making up the report was commenced last spring and has kept the commissioner and his assistants busy almost night and day since the first reports were received. A large county map of the state has been prepared and upon the space devoted to the several counties will be printed the shipments from that county. This map will form a part of the printed report and will be an excellent bird's-eye view of the surplus products of the state. Following will be found the value of the outshipments of the surplus, arranged by counties. No report is concluded from Douglas and Lancaster counties:

County	Value	County	Value
Adair	792,727	Johnson	904,600
Antelope	371,775	Keosauqua	622,195
Arthur	64,118	Kimball	220,110
Box Butte	104,110	Lincoln	344,600
Boyd	1,874,840	Lancaster	530,330
Burns	1,302,140	Lincoln	497,000
Butler	1,874,840	Madison	781,395
Cass	2,831,750	Nebraska	1,181,940
Chadron	579,745	North	1,025,024
Cherry	284,270	Nuckolls	825,381
Cheyenne	28,265	Osage	5,007,990
Colfax	1,099,470	Park	9,847
Cuming	1,109,230	Perkins	302,015
Custer	807,720	Phelps	628,765
Dakota	253,810	Platte	1,008,115
Dawson	493,510	Pierce	48,407
DeWitt	1,124,810	Rock	440,748
Dixon	87,317	Saline	248,510
Dodge	2,200,750	Sarpy	1,082,000
Douglas	198,850	Saunder	1,901,245
Dundy	1,150,900	Seward	1,072,302
Franklin	496,890	Sheridan	82,900
Furness	338,280	Strom	277,350
Gage	430,810	Stuart	183,505
Gardner	2,200,750	Stanton	300,715
Grant	128,910	Thayer	609,360
Harlan	80,500	Thomas	67,275
Harrison	329,310	Thurston	271,638
Haskell	301,270	Valley	138,620
Hamilton	702,060	Washington	1,194,743
Hamilton	792,540	Wayne	868,091
Harlan	1,070,510	Webster	116,300
Haskell	301,270	Webster	116,300
Holt	871,540	York	1,192,810
Hooker	87,720	Total	89,743,094
Jefferson	1,008,305		

DETAILS OF THE SHIPMENT.

Eighty counties marketed 890,100 head cattle.

Seventy-five counties marketed 1,451,540 head hogs.

Sixty-nine counties marketed 18,940 head horses and mules.

Fifty-three counties marketed 195,690 head sheep.

Eighty counties marketed 9,821,000 bushels wheat.

Seventy-two counties marketed 34,295,500 bushels corn.

Sixty-seven counties marketed 11,928,000 bushels oats.

Forty-five counties marketed 438,000 bushels barley.

Twenty-seven counties marketed 330,500 bushels barley and rye.

Sixty-five counties marketed 803,500 bushels rye.

Sixty-five counties marketed 1,354,000 bushels flax.

Fifty-nine counties marketed 409,350 barrels of flour.

Seventy-one counties marketed 175,158 tons of hay.

Thirty counties marketed 1,618 cars of provisions.

Seventeen counties marketed 41 cars mixed stock.

Twenty-three counties marketed 168 cars of dairy products.

Thirty-seven counties marketed 752 cars of building brick.

Twenty-eight counties marketed 923 cars of fruit.

Twenty-seven counties marketed 170 cars of potatoes.

Fourteen counties marketed 49 cars of mixed seed.

Fifteen counties marketed 125 cars of mixed grain.

Thirty-five counties marketed 1,078 cars of mill stuff.

Seventeen counties marketed 337 cars of sugar beets.

Three counties marketed 63 cars beet sugar.

Ten counties marketed 39 cars poultry.

Twenty-nine counties marketed 754 cars broom corn.

Nine counties marketed 134 cars canned goods.

Ten counties marketed 90 cars hides and tallow.

Fourteen counties marketed 1,732 cars ice.

Ten counties marketed 189 cars wood.

Seventeen counties marketed 71 cars lumber.

Five counties marketed 173 cars lime.

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A Boy Finds Drama.

First Boy—You ought to come to the concert our music teacher is going to give.

Second Boy—You goin' to be in?

"Yep. I'm one of the primer dramas. We're goin' to give a cantata."

"Who's that?"

"Oh, it's all about sunshine, and storms, and picnics, and harvesters, and all sorts of country things. It's great."

"Do you sing all that?"

"N-o, I'm only in the first scene 'Early Mornin' on the Farm'."

"Wot do you do?"

"I crow."—Good News.

Messrs. Editors: Knowing how many expectant mothers in the land will appreciate the information, and desiring to save all subscribers and part of the trying hour, I wish to give my experience.

I used two bottles of Mothers' Friend with great relief, suffered but little pain, and was not sick over twenty minutes. I did not at all feel the weakness usual in such cases, and looked and felt so well afterwards that my friends wondered at it; as on previous occasions of this kind I suffered greatly. I used the remedy on my breasts and did not have the least trouble with them. I passed through the crisis with so little trouble that even my physician was astonished, and after I told him that it was the result of the use of Mothers' Friend, he advised his daughter to use the remedy, and she says she cannot praise it enough. I have known many ladies to use Mothers' Friend, and they all pronounce it a great blessing to expectant mothers.

Mrs. SAM HAMILTON,
Eureka Springs, Ark.

EXTRACT from a sentimental young lady's letter: "Last night I sat in a gondola on Venice's great canal, thinking of my life, and life never seemed so full before."—Scraps.

Cheap Rates For a Winter Trip via Santa Fe Route.

To Texas, New Mexico, Arizona, California, Utah and old Mexico, are offered by the Santa Fe.

Tickets now on sale to Corpus Christi, El Paso, Galveston, Houston, Laramie, Rockport, San Antonio, City of Mexico, Montreal, Phoenix, Prescott, Saltillo, San Luis Potosi, Los Vegas, Hot Springs, Grand Canyon of the Colorado, Los Angeles, San Diego, San Francisco, Salt Lake and Portland.

New Mexico is noted as having one of the most favorable climates in the world, and on changes being almost wholly unknown. It is most desirable place either for the business man, pleasure seeker, or the invalid, while it is the haven for the immigrant. No portion of the United States can compare with the fertile valleys of the rivers, and in the products of the field, the market garden, the orchard and the vineyard.

For full particulars regarding country rates, stop orders, etc., call on or address Geo. W. Hill, General Passenger and Ticket Agent, Santa Fe route, 312 Main street, 100 Union avenue, Kansas City, Mo., or Geo. T. Nicholson, G. P. & T. A., and W. J. Black, A. G. P. & T. A., Topeka, Kan.

ATLAS must have learned something about the weight of the world.—Yonkers Statesman.

A Mammoth Competition.

\$5,500 in prizes for the best seven stories was what The Youth's Companion offered; \$5,000 for the best serials, and \$1,500 for the best folk lore tales. No less than 3,952 stories competed for the prizes. The successful stories are just announced to appear in The Companion during 1893.

By sending \$1.75 at once you will obtain the paper free to January and receive 2,500 stories to January, '94. Address THE YOUTH'S COMPANION, Boston, Mass.

A CHIPPING sea doesn't seem to make much impression on the sea-board.—Boston Courier.

She's Off!

Who or what? Why the good ship—, and if there is a passenger on board of her, unprovided with that grand preventive of sea sickness and all disorders of the stomach, liver and bowels, Hostetter's Stomach Bitters, all we have to say is, he or she is very likely to get sick. The is nothing comparable to this medicine in cases of malarial fever, rheumatism, nervousness and loss of strength.

It is the early boy who catches the worm in the chestnut.

THE GENERAL MARKETS.

KANSAS CITY, Dec. 5.

CATTLE—Best beefs..... 3 50 @ 5 00

Stockers..... 2 00 @ 2 95

Native cows..... 1 85 @ 2 90

HOGS—Good to choice heavy..... 4 50 @ 5 00

WHEAT—No. 2 red..... 61 1/2 @ 62 1/2

CORN—No. 2 mixed..... 34 @ 34 1/2

OATS—No. 2 mixed..... 29 @ 30

RYE—No. 2..... 47 @ 47 1/2

FLOUR—Patent, per sack..... 3 00 @ 3 10

WHEAT—Choice..... 7 50 @ 8 50

Fancy prairie..... 7 00 @ 7 50

BRAN..... 19 @ 20

BUTTER—Choice creamery..... 24 @ 25

CHEESE—Full cream..... 11 @ 12

EGGS—Choice..... 29 @ 31

POTATOES..... 60 @ 75

ST. LOUIS.

CATTLE—Fair natives..... 3 00 @ 3 25

Texas..... 2 25 @ 2 75

HOGS—Heavy..... 4 80 @ 5 00

SHEEP—Fair to choice..... 4 50 @ 5 00

FLOUR—Choice..... 3 20 @ 3 30

WHEAT—No. 2 red..... 60 @ 61 1/2

CORN—No. 2 mixed..... 40 @ 40 1/2

OATS—No. 2 mixed..... 30 @ 30 1/2

RYE—No. 2..... 47 @ 47 1/2

BUTTER—Creamery..... 30 @ 30 1/2

LARD..... 9 40 @ 9 45

PORK—New..... 13 50 @ 13 75

NEW YORK.

CATTLE—Native steers..... 3 60 @ 3 50

HOGS—Good to choice..... 5 20 @ 5 10

SHEEP—Fair to choice..... 4 50 @ 4 60

FLOUR—Winter wheat..... 3 10 @ 4 00

WHEAT—No. 2 red..... 71 1/2 @ 71 1/2

CORN—No. 2..... 41 1/2 @ 42 1/2

OATS—No. 2..... 33 @ 30 1/2

RYE—No. 2..... 47 @ 47 1/2

BUTTER—Creamery..... 30 @ 30 1/2

LARD..... 9 40 @ 9 45

PORK..... 13 50 @ 13 75

CHICAGO.

CATTLE—Prime to extra..... 4 75 @ 4 10

HOGS—Packing and shipping..... 4 50 @ 5 75